

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claim 1 (Original): A method for operating a drive train of a motor vehicle having

- a drive machine (11),
- a transmission (14) and
- at least one control device (12) by means of which a torque which is output by the drive machine (11) can be adjusted, wherein the control device (12)
 - evaluates temperature information relating to a temperature of the transmission (14) and
 - limits the torque as a function of the temperature information in order to protect the transmission (14), characterized in that the control device (12)
 - defines a maximum acceptable power (P_{max}) of the drive machine (11) as a function of the temperature information,
 - determines a maximum acceptable torque (M_{max}) from the maximum acceptable power (P_{max}) taking into account a rotational speed of the drive machine (11), and
 - limits the torque which is output by the drive machine (11) to the maximum acceptable torque (M_{max}).

Claim 2 (Currently Amended) : The method as claimed in claim 1, ~~characterized in that wherein~~ the maximum acceptable power (P_{max}) of the drive machine (11) is stored in the control device (12) as a function of the temperature information.

Claim 3 (Currently Amended) : The method as claimed in ~~one of the preceding claims, characterized in that~~ claim 1, wherein the control device (12) limits the torque only if a force flux is established between the drive machine (11) and driven vehicle wheels (20).

Claim 4 (Currently Amended) : The method as claimed in ~~one of the preceding claims, characterized in that~~ claim 1, wherein

- the transmission (14) has a temperature sensor (16) which has a signal connection to the control device (12), and
- the control device (12) limits the torque as a function of the temperature information of the temperature sensor (16).

Claim 5 (Currently Amended) : The method as claimed in ~~one of the preceding claims, characterized in that~~ claim 1, wherein the transmission (14) is embodied as an infinitely variable transmission, in particular an infinitely variable wrap-around gear mechanism.